

Appendix B – Public Engagement

Community Engagement

Public liaison: On April 5th, 2018, Notice of Application was sent to 351 property owners in the surrounding area, Notice of Application was also published in the Public Notices and Bidding Opportunities section of the Londoner on Thursday, April 5th, 2018.

19 replies were received

Nature of Liaison: The purpose and effect of the Notice of Application is to develop the subject lands resulting in a 142 unit apartment building, 4 storeys and 14.6m in height.

Responses: A summary of the various comments received include the following:

Concern for:

Character: 1) Does not respect character of the area, 2) Existing residents were attracted to and bought in neighbourhood due to low density residential uses, 3) Proposal is not compatible with scale, intensity, or use.

Use: 1) Should be single detached dwellings or low density if site develops.

Form: 1) Not compatible with adjacent land uses, 2) Access to underground parking needs better screening or buffering.

Nature: 1) Loss of mature trees, 2) Maintain perimeter vegetation.

Noise: 1) Negative impacts of noise from development and during construction.

Privacy: 1) Loss of privacy for abutting dwellings.

Property Matters 1) Loss of security/lack of security measures, 2) Negative impact on property values.

Services: 1) Increased risk of flooding on Donnybrook, 2) All unused wells need to be capped, 3) Concern for existing sewage line on Donnybrook and request for back-flow prevention for each resident on Donnybrook.

Transportation: 1) Concern with vehicular access to Donnybrook Road, access to Fanshawe Park Road East and potential for cut-through traffic, 2) Concerns regarding increased traffic on Hastings Drive, Donnybrook Road, Phillbrook Drive, and Fanshawe Park Road E, 3) Inadequate parking provided and overflow on local streets, 4) Location of parking garage entrance, 5) Install lights at Hastings and Fanshawe Park Road E, 6) Construction access and parking, 7) Need for speed bumps and signage on Donnybrook Road.

Responses to Public Liaison Letter and Publication in “The Londoner”

Telephone	Written
Shu, Bob	Atta, Zina
	Barbon, Linda, 9 Donnybrook Road, London, ON, N5X 3C7
	Bos, Art 46 Donnybrook Road London N5X 3C8
	Bristol, Lorraine 1562 Phillbrook Drive London N5X 2S4
	Clarke, Grant and Karen 26 Nanette Drive
	Crimmins, James
	Curtis, Bruce
	Day, Peter
	Lee, Ed
	Malott, Lauren
	McHardy, Wendy, 19 Donnybrook Road
	McNicol, Lori, 19 Donnybrook Road
	Nenonen, David O
	Roch, Sauna, 26 Donnybrook Road
	Trocchi, Cathy

	Warden, Joan
	Wilson, Robert and Dianne
	Wu, Di, 43 Donnybrook Road

Written Response 1:

Ms. Amanda Lockwood
Site Development Planner
City of London, Development and Compliance Services,
300 Dufferin Avenue
London, ON N6A 4L9

Dear Ms. Lockwood:

Re: Site Plan Application File No. 18-024
420 Fanshawe Park Road East

This letter is in response to your circulation of the above noted application for Site Plan Approval for the property located at 420 Fanshawe Park Road East. The Stoneybrook Heights and Uplands Residents Association has had an opportunity to review the submitted drawings and would like to make a number of comments with respect to this proposal. Those comments are included below.

We would also like to express our concern that notification of the Site Plan Review Process was limited to those property owners within 120 metres of the subject site. The rezoning application for these same lands (File No. OZ-8624) generated over 600 letters, e-mails, submissions and attendance at Planning Committee and Council meetings. This represented the single largest public response to a City of London planning application. It is very disappointing that the City Development Services did not notify the Community Association and the many other residents who were engaged on this significant development proposal.

Regarding the proposed Site Plan Application, the Community wishes to make the following comments and observations:

1. Vehicular access from the subject site to Donnybrook Road must be prevented and this prohibition ensured through a one-foot reserve (held by the City) along the Donnybrook Road frontage of the subject site.
2. Construction access to the subject site must be prohibited from Donnybrook Road and further, include a prohibition on construction workers parking their vehicles on Donnybrook Road or nearby streets including such streets as Phillbrook Drive, Hastings Drive, Wendy Crescent and Wendy Lane.
3. It is preferable that access to the subject site from Fanshawe Park Road should be restricted to right in and right out only. Removing a portion of the median on Fanshawe Park Road to allow left turn access into the site will create an area of unsafe turning movements along Fanshawe Park Road. Further, left turn access will effectively use the queuing lane for left turning vehicles turning north from Fanshawe Park Road on to Philbrook Drive. This will add both inconvenience and delay for community residents who depend on this east bound queuing space for northerly turn movements. In addition, permitting a left turning entrance from Fanshawe Park Road at this location will establish an undesirable precedent for other mid-block sites along Fanshawe Park Road.

A related concern is with respect to the impact of additional traffic on the traffic patterns in the vicinity of this development proposal. Currently, the intersection of Fanshawe Park Road and Hastings Drive is not signalized. With the development of the "Uplands North" community plan, the developer was to be responsible for implementing the installation of traffic lights by the time of full build out of the subdivision. The installation of traffic lights has not occurred and the volume of traffic and number of traffic movements continues to increase at this location. It is incumbent upon the City to ensure adequate traffic control is maintained at this intersection given a large elementary school and park are located on Hastings Drive only two blocks from Fanshawe Park Road.

4. Appropriate privacy fencing must be provided along the east and west property lines of the subject property so as to ensure adequate screening and protection for the abutting single detached dwelling properties. Such fencing must be of an appropriate height (e.g., eight feet) and be constructed of suitable solid materials (e.g., solid wood board on board) to achieve visual and noise screening.

5. The landscape plan does not include any proposed enhancement of the existing cedar privacy hedge along the rear property line adjacent to Donnybrook Road. The existing cedar hedgerow currently has a number of gaps in it and the mature cedars are experiencing some dieback which reduces the amount of screening offered. The landscape plan must add to and increase the amount of screening and the buffering effect of the hedgerow to effectively ensure appropriate screening is provided for the single detached homes along Donnybrook Road.

6. The access to the underground parking is located in close proximity to single detached homes along the east side of Hastings Drive. Also, the driveway along the easterly portion of the site is adjacent to single detached dwellings. Additional screening and buffering of vehicle headlights, noise and exhaust along the easterly boundary and near the parking garage entrance must be provided to mitigate these negative effects.

7. The site plan and landscape plans indicate a significant number of trees will be removed. The developer's tree protection studies show that 176 trees were inventoried on the site and 126 trees will be removed. Under the City's tree replacement requirements, the removal of 126 trees would require replacement of 378 trees. However, the developer is proposing to replace only 61 trees. This results in a significant deficiency of 317 replacement trees. A substantially better effort needs to be made by the developer to ensure fulfillment of the tree replacement requirements. Some of the replacement trees could include a large number of new cedar trees along the Donnybrook Road frontage to create a more effective visual and noise screen and buffer along this property line. Additional consideration should be given to requiring the developer to plant trees elsewhere in the neighbourhood (e.g., Virginia Park) sufficient to meet the City's tree replacement requirements.

8. Given the site is the location of the original farmhouse for this area, the developer must be responsible for capping any former unused wells on the development site in accordance with Provincial requirements.

9. The Community Association remains concerned about the sub-surface water movement on this site and the surrounding lands. A rather high water table exists in the area and there is a significant volume of groundwater moving through the soil. This volume of groundwater may create problems for construction on this site. Further, construction should not be allowed to alter the sub-surface water flow such that it causes problems for nearby homeowners and results in wet and flooded basements or other associated problems.

We thank you for the opportunity to provide comments on this proposed development application and ask that you give them your thorough consideration. Further, we ask that the above noted suggested improvements to the site plan be implemented to help address the concerns of the community and property owners adjacent or nearby the subject site.

Written Response 2:

Linda Barbon
[REDACTED]
[REDACTED]

Letter sent via email to:

mcassidy@london.ca; mvanholst@london.ca; alockwood@london.ca; mtomazin@london.ca; barmstro@london.ca; msalih@london.ca; jhelmer@london.ca; psquire@london.ca; joshmorgan@london.ca; phubert@london.ca; ahopkins@london.ca; vridley@london.ca; sturner@london.ca; husher@london.ca; tpark@london.ca; jzaifman@london.ca; mayor@london.ca; citycouncillors@london.ca

Re: Objection to site plan proposal 420 Fanshawe Park Rd. East – File No. SPA18-024

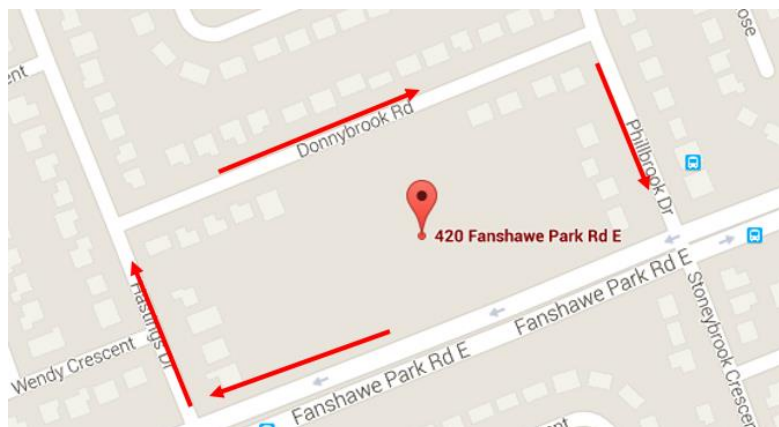
Dear City of London,

I am writing to express my continued firm opposition to the site proposal for 420 Fanshawe Park Rd. East. This letter is based on a review of the Developer's site plan proposal for this site. As a resident of Donnybrook Rd. for the last 14 years, I can attest to the impact that this current development proposal will have on this neighbourhood of single, family dwellings. I call upon City Councillors to consider the adverse effects to residents of this community by building according to this proposal.

As previously argued by an unprecedented number of Stoneybrook residents, myself included, this site plan is in conflict with the basis of the City's Official Plan, as it is incompatible with the existing character of the neighbourhood. This development will seriously change the landscape of our neighbourhood in an adverse manner. The building proposed will be built in a community of single, family dwellings. There are no buildings of a similar nature within 750m from this property. While this proposal is reduced in height from previous proposals, the number of dwellings within it remains the same. A development in density of such exponential proportions compared to surrounding properties is not all in keeping with the character of this neighbourhood. The dwellings directly adjacent to this property will be most impacted. Some of these homeowners have already resorted to selling their beloved properties to avoid the risk of such a monstrous development devastating the quiet, private nature that they have come to expect when purchasing a home in this community.

A site plan for development in an existing neighbourhood should reflect the nature of the community in place as per the City's Official plan as well as a respect of surrounding residents. While City planners and elected officials have stated that community input is important, over 600 Stoneybrook residents clearly stated reasonable grounds for their rejection of the proposed development, and their views were flatly ignored. Numerous questions and concerns brought forward by residents were left unanswered and disregarded. Elected officials and the City planning committee proceeded to accept a zoning amendment and a site plan that favours developers and does not at all represent the views of constituents who are directly affected. This site plan does not reflect an effort in good faith to establish a compromise that would be acceptable to both a developer and to current residents of the neighbourhood. The construction of 142 units in this neighbourhood is an extraordinary and unreasonable increase in density, regardless of how much foliage is planted on its perimeter. Such a development is entirely incompatible with the nature of surrounding housing and indicates a disregard for the adverse impact on current taxpaying residents.

As a resident of Donnybrook Road, I continued to be troubled by the traffic implications of the proposed site plan. Donnybrook is already used extensively as an artery for the traffic light situated at the Fanshawe Park Rd. and Phillbrook Drive intersection. Traffic is significant and at times, rapid. This is currently an important concern in terms of the safety of my children as well as the other children and elderly residents of this street. The proposed site plan will consciously and significantly increase traffic on Donnybrook Rd, resulting in an even greater danger to residents of this community. Residents of the proposed building who will be unable to make left-hand turns onto Fanshawe Park Rd. to enter/exit will exponentially increase the dangerous flow of traffic on our residential street; Donnybrook Road will be used even more commonly as an artery to the traffic lights as per the diagram below.



This is an unfair by-product of this proposed site plan and to which the entire Stoneybrook community has already voiced its opposition. Simply stated, I call upon our elected City Councillors, to respect and protect the safety of residents in this community by rejecting this site plan.

This site proposal for 420 Fanshawe Park Road East is not a welcome one, nor does it reflect an effort to establish an acceptable compromise between residents and a developer. In light of the many negative impacts to local residents, I implore the City of London Planning Department not to accept this current site plan in favour of a proposal of lower density that reflects the nature of the existing community.

Thank-you for your time and consideration of the Stoneybrook community's concerns.
Sincerely,

Linda Barbon

[REDACTED]
[REDACTED]
[REDACTED]

Written Response 3:

Amanda,

We would certainly appreciate it if the existing 30-year old mature cedar privacy hedge along the northern frontage onto Donnybrook Rd could remain in place and be extended to the east and west property lines. It is not clear from the recent landscape plan whether this is currently proposed. That would certainly assist in maintaining some privacy for current area residents with homes facing the development.

Thank You for your consideration,

Art Bos P. Eng.

[REDACTED]

Written Response 4:

RE: FILE #SPA 18-024

I am still appalled that the city of London are allowing this pretentious building to be built in a completely single family subdivision. This is definitely "SPOT ZONING", but our city seems to believe that the developers are more important than its residents.

There are so many concerns to address about this "white elephant", it's difficult to try to condense them knowing that the developer will probably just do what he wants regardless of what people try to input to relieve the negative effects in our lovely community.

My main concerns to the developer to address are:

1. High water table. This property had a large swampy pond area.
2. Inadequate infrastructure to handle new 142 units. Many homes already have flooding issues.
3. Proper, high, attractive fencing for people directly abutting this building.
4. Noise level during construction .
5. Noise from vehicles at all hours for residents abutting the development.
6. Headlights shining in people's windows at all hours that back onto these units.
7. Dust and vehicle exhaust levels for people with breathing problems. Studies has shown these fumes can lead to Alzheimers.
8. Vibration damage to closer homes.
9. Excessive traffic on surrounding streets and roads.
10. Safety of everyone walking in the area, especially children and seniors.

11. Not enough trees being planted to replace all the ones being cut down. This shows a huge deficiency and shouldn't be allowed!! Why change the rules for the developer?
 12. A lack of sufficient parking spaces for 142 units. Side streets should not have to put up with vehicles parking outside their homes.
 13. The exiting from the complex onto Fanshawe Park Road is a definite problem, especially if people are allowed to exit to the left. The rerouting of people heading east will involve u turns or circling the nearby streets to turn at the lights on Phillbrook Drive. Nothing works! Fanshawe is too busy to accommodate the exiting vehicles.
 14. Construction vehicles need to be banned from subdivisions streets and only use Fanshawe Park Road. The mud left on area streets from these vehicles cause a buildup of debris and cause the streets to be slippery and make it difficult to keep residents' vehicles clean etc. This can be seen at the development at Phillbrook Drive and Adelaide.
 15. The shadow report was not accurate? Many of the homes backing onto this building will have many hours of sunshine stolen from them.
 16. There are wells on this property to be capped off.
 17. The developer has misled the public that these units will be for seniors. Why all the bike racks? You can't fool me! These will be full of students!
 18. This developer removed community signs that we erected trying to fight this development and make people aware of meetings etc. We have witnesses to this illegal act. Complaints to the city were ignored! How can we rely on anything he says if he would stoop to this type of deception!
 19. This is not an attractive building and will stand out like a sore thumb!!!
 20. This has now set a precedent for London North development. The high rise on North Centre Road being proposed is just the start now!!
- Unfortunately, I could keep ranting on and on about this invasion in our community, but it's all in vain because it falls on deaf ears.

A Very Concerned Resident,
Lorraine Bristol,

[REDACTED]
[REDACTED]
[REDACTED]

Written Response 5:

A.Lockwood:

Concerning property at 420 Fanshawe Park Rd.E, totally opposed to said development in it's form of Westdell Development Co. proposal, the said land should be used for single housing units or semi-detached units, to fit into surrounding structures.

Also concerned of increased Traffic on a already taxed roadway!

Grant and Karen

[REDACTED]

[REDACTED]

Written Response 6:

Amanda Lockwood
Site Development Planner
Development Services
City of London

Dear Ms Lockwood,

I am writing with regard to the site plan for the 4 story apartment building "Fanshawe Park Apartments" to be built at 420 Fanshawe Park Road East. I am the occupant of lot [REDACTED], which backs on to the development site. My enquiry pertains to the 25 foot high cedar hedging that presently exists along the property line

separating the back end of my lot from the development site (and also my neighbours in lots #31-33 on Hastings Drive), and which currently provides a substantial privacy barrier.

In drawing A1.1 and drawing L1, this hedging is clearly marked. However, I see that in drawing L1, which shows the landscaping for the lot, it indicates (on the left side of the drawing) a 1.8m privacy fence, but it is not clear if this is intended to be built along the property line between the site and the properties on Hastings Drive. Further, there is a note (also on the left side of the drawing) which states "Note. Where the existing hedge is in poor condition and requires removals [sic] or pruning, new plantings and/or double row of plantings will be added."

My concern is that for privacy reasons that the existing cedar hedging should be retained. A 1.8m fence will give no privacy to the people in houses on Hastings Drive from the gaze of occupants in the 2nd, 3rd, and 4th floors of the apartment building. Nor will a newly planted hedge that will take another 25 years to grow to an adequate height for privacy purposes.

Perhaps you could clarify for me the developer's intention regarding this part of the landscaping plan. And, if this is still unclear, I would urge you to impress upon the developer the privacy concerns and the need to retain the existing cedar hedging along the property line.

Thanks you for your consideration.

James E. Crimmins

[REDACTED]

[REDACTED]

Written Response 7:

Bruce Curtis and Patricia Ferries

[REDACTED]

[REDACTED]

May 7, 2018

Ms. Amanda Lockwood
Site Development Planner
City of London, Development and Compliance Services
300 Dufferin Avenue
London, ON N6A 4L9

Dear Ms. Lockwood:

Re: Site Plan Application File No. 18-024
420 Fanshawe Park Road East

This letter is in response to your circulation of the above noted application for Site Plan Approval for the property located at 420 Fanshawe Park Road East. Regarding the proposed Site Plan Application, we wish to make the following comments and observations:

1. Vehicular access from the subject site to Donnybrook Road must be prohibited through the City holding a one-foot reserve along the Donnybrook Road frontage of the subject site and not releasing access for development purposes.
2. Construction access to the subject site must be prohibited from Donnybrook Road and further, include a prohibition on construction workers parking their vehicles on

Donnybrook Road or nearby streets including such streets as Phillbrook Drive, Hastings Drive, Wendy Crescent and Wendy Lane.

3. It is preferable that access to the subject site from Fanshawe Park Road should be restricted to right in and right out only. Removing a portion of the median on Fanshawe Park Road to allow eastbound left turn access into the site will create an area of unsafe turning movements along Fanshawe Park Road. Further, left turn access will effectively use much of the queuing lane for left turning vehicles turning north from Fanshawe Park Road on to Phillbrook Drive. This will add both inconvenience and delay for community residents who depend on this east bound queuing space for northerly turn movements. In addition, permitting a left turning entrance from Fanshawe Park Road at this location will establish an undesirable precedent for other mid-block sites along Fanshawe Park Road.

A related concern is with respect to the impact of additional traffic on the traffic patterns in the vicinity of this development proposal. Currently, the intersection of Fanshawe Park Road and Hastings Drive is not signalized. With the development of the "Uplands North" community plan, the developer was to be responsible for implementing the installation of traffic lights by the time of full build out of the subdivision. The installation of traffic lights has not occurred and the volume of traffic and number of traffic movements continues to increase at this location. It is incumbent upon the City to ensure adequate traffic control is maintained at this intersection given a large elementary school and park are located on Hastings Drive only two blocks from Fanshawe Park Road.

4. Appropriate privacy fencing must be provided along the east and west property lines of the subject property so as to ensure adequate screening and protection for the abutting single detached dwelling properties. Such fencing must be of an appropriate height (e.g., eight feet) and be constructed of suitable solid materials (e.g., solid wood board on board) to achieve visual and noise screening.

5. The landscape plan does not include any proposed enhancement of the existing cedar privacy hedge along the rear property line adjacent to Donnybrook Road. The existing cedar hedgerow currently has a number of gaps in it and the mature cedars are experiencing some dieback that reduces the amount of screening offered. The landscape plan must add to and increase the amount of screening and the buffering effect of the hedgerow to effectively ensure appropriate screening is provided for the single detached homes along Donnybrook Road.

6. The access to the underground parking is located in close proximity to single detached homes along the east side of Hastings Drive. Also, the driveway along the easterly portion of the site is adjacent to single detached dwellings. Additional screening and buffering of vehicle headlights, noise and exhaust along the easterly boundary and near the parking garage entrance must be provided to mitigate these negative effects.

7. The site plan and landscape plans indicate a significant number of trees will be removed. The developer's tree protection studies show that 176 trees were inventoried on the site and 126 trees will be removed. Under the City's tree replacement requirements, the removal of 126 trees would require replacement of 378 trees. However, the developer is proposing to replace only 61 trees. This results in a significant deficiency of 317 replacement trees. A substantially better effort needs to be made by the developer to ensure fulfillment of the tree replacement requirements. Some of the replacement trees could include a large number of new cedar trees along the Donnybrook Road frontage to create a more effective visual and noise screen and buffer along this property line. Additional consideration should be given to requiring the developer to plant trees elsewhere in the neighbourhood (e.g., Virginia Park) sufficient to meet the City's tree replacement requirements.

8. Given the site is the location of the original farmhouse for this area, the developer must be responsible for capping any former unused wells on the development site in accordance with Provincial requirements.

9. The Community Association remains concerned about the sub-surface water movement on this site and the surrounding lands. A rather high water table exists in the area and there is a significant volume of groundwater moving through the soil. This volume of groundwater may create problems for construction on this site. Further, construction should not be allowed to alter the sub-surface water flow such that it causes problems for nearby homeowners and results in wet and flooded basements or other associated problems.

We thank you for the opportunity to provide comments on this proposed development application and ask that you give them your thorough consideration. Further, we ask that the above noted suggested improvements to the site plan be implemented to help address our concerns with respect to development of the subject site.

Yours truly,
Bruce Curtis and Patricia Ferries.

Written Response 8:

Good morning Amanda

I live on Pine Ridge Drive, not far from where the proposed development will take place.

1) going from a single family home in a subdivision to a 142 unit apartment building seems like an extreme example of "intensification". Something half the size, maybe limited to two stories, would seem more appropriate to me.

2) we most often turn north onto Jennifer Road, while heading eastbound from Fanshawe, when returning to our home. This turn is just west of the proposed development.

There is no advanced green light at this intersection, and more often than not there is a car or cars going west on Fanshawe turning south onto Hastings Drive. This makes visibility very poor, and cars move at a fairly good speed along Fanshawe. We usually feel like we risking our life trying to turn here. The proposed development, along with other continuous development along Fanshawe, is making this situation increasingly worse. I assume there could be upwards of 200 to 250 vehicles residing at 420 Fanshawe if the proposed development moves forward as is.

Would it be possible as part of this process to install advanced green turn lights at the Jennifer Road /Fanshawe intersection?

My first choice would be a handful of townhouses on this site, but I do understand the desire for intensification, and I don't want to be a NIMBY. However, things like the impact of traffic on the surrounding area would seem to be a necessary part of any approval for a project of this magnitude.

Thank you for the opportunity to comment.

Peter Day

Written Response 9:

I am concerned about the traffic that would result with the occupancy of such a high density building. Also the traffic during the construction of such a large building and the time it would take to finish a building that size. The lack of privacy with such a high building that does not blend in with the surrounding neighbourhood of single family homes. The foot traffic in the area would also increase making the streets busy and noisy.

There doesn't seem to be enough trees being replaced and it does not address the time it takes a tree to grow to a significant size to matter.

I think that there are better alternatives for the piece of land.

Thank you

Brenda Lee Chan

Written Response 10:

Hi there, I am just wondering if I can get any information on when the proposed apartment building at 420 Fanshawe road east will be going up?
Do you know which company will be in charge of the rentals ie? Sifton? Drewlo?

I ask because I do currently rent in the area and am very much interested in this particular development. I have seen the proposal on line and it looks very lovely.

Cheers!

Lauren

Written Response 11:

Hi Amanda

I just purchased a house on 19 Donnybrook. My property is the first property beside the new development. I have questions

1. Access for construction will be from Fanshawe park road? No construction access from Donnybrook?
2. Once built no parking ie.. car access in and out of Fanshawe new development from Donnybrook? Just car access from Fanshawe park road.
3. How much green space is being preserved from Donnybrook if any?
4. cedars along my property will not be touched ?
5. When is the plan to start construction?
6. Please forward me the schedule for all meetings regarding this development.

Thanks

I have the plans Via my email but needed more details please .

Wendy ❁

Written Response 12:

Dear Amanda,

I am writing to you as a concerned neighbour for what is being developed right next door to me. I currently live at [REDACTED] and I AM THE CLOSEST NEIGHBOUR TO THE PROPOSED/APPROVED DEVELOPMENT at 420 Fanshawe Park Road and, in fact, share a cedar hedge along the north-west side of that property.

My concerns are as follows:

- the number of trees being removed on the property;
- keeping construction access off neighbouring streets;
- the necessity to have a traffic light installed at Hastings and Fanshawe Park Road;
- ensuring no vehicular access from the property onto Donnybrook;
- privacy fencing and;
- underground parking access and the proximity to my home!

MY BIGGEST CONCERN IS KEEPING MY HOME PRIVATE!

With the entrance ramp to the underground parking right outside my family room and deck, I am very worried about headlights, noise, and exhaust imposing on my home. I am most concerned about the 6' board-on-board fence that will be installed.

WHEN I STAND ON THE GROUND, WHERE THE ROOTS OF THE HEDGE ENTER THE DIRT, I NOTICE THAT A 6' FENCE WILL NOT EVEN COME REMOTELY CLOSE TO THE BOTTOM SILL OF MY FAMILY ROOM WINDOW!

The back of my BUNGALOW is elevated and, as such, a person standing in the family room and looking out the window will be looking well over any 6' fence! There is no point in putting in ONLY a 6' fence along the east side of my home (north-west side of 420 Fanshawe Park Road)!

What I would like to see along the west side of this property (especially along side my home) is a wall that is as high as the top of my window and this may be 15-20 feet or more! A wall similar to those seen on major streets throughout London would be my preferred choice to ensure privacy, noise reduction, and keep the exhaust pollution to a minimum. I like opening my windows and a 6' fence would not permit me to do so without very unpleasant issues!

I hope that my voice is heard when considering what is being proposed and approved next door!

Sincerely,

Lori McNicol

Written Response 13:

Response to Notice of Application SPA18-024

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David Nenonen

[REDACTED]

April 24th, 2018

Mayor, City Councillors, Planners and Planning Committee

Letter sent via email to:

mvanholst@london.ca; alockwood@london.ca; mtomazin@london.ca; barmstro@london.ca; msalih@london.ca; jhelmer@london.ca; psquire@london.ca; joshmorgan@london.ca; phubert@london.ca; ahopkins@london.ca; vridley@london.ca; sturner@london.ca; husher@london.ca; tpark@london.ca; jzaifman@london.ca; mayor@london.ca; citycouncillors@london.ca; mcassidy@london.ca

Dear City of London,

Re: Notice of Application for Approval of Site Plan Application – SPA18-24

Thank-you for this opportunity to provide comments. I have attached my previous letter and presentation to the Planning and Environment Committee from May 23, 2017, which received no response.

Questions and concerns from earlier correspondence includes:

1. East-bound traffic from the development will travel around the block to use the lights at Phillbrook Dr, and Fanshawe Park Rd. E., thereby significantly increasing traffic along Donnybrook Road. There are many times of day where turning left out of the development would be possible and should be accommodated to reduce this traffic into the adjacent low density residential neighborhood. For the remaining increased traffic volume on Donnybrook Rd., can the City provide speed bumps and signage?
2. The developer significantly reduced the number of parking stalls for the apartment building, which will likely lead to apartment dwellers and visitors parking along Donnybrook Road. Preventing this by having no parking along Donnybrook will inconvenience current homeowners. Can the City recommend an alternate solution?
3. The sewage line on Donnybrook Road was intended for one dwelling at this development location, and not 142 units. Although city engineers claim there is sufficient capacity, can the City ensure the local homeowners that no back-ups will occur by installing back-flow prevention

values at each residence on Donnybrook, or preferably, attach this development's sewer to the infrastructure on Fanshawe Park Road East?

4. For a development of this size, how can a 6 foot board-on-board fence which is applicable to the surrounding single family dwellings be acceptable? Noise, foot traffic and access to adjacent dwellings needs to be contained and restricted. Can the developer provide a noise-reducing fence at least 10 feet in height around the development?

It is my hope that the City of London and its elected officials would appreciate the absurdity and disrespect of asking for public feedback and providing letters stating that our "opinion on this application is important" when all of our concerns and letters against this development have been ignored. It is remarkable that a city would ignore opposition and response from over 600 individuals representing a kilometer radius of this high density development in the middle of a low density single detached neighbourhood, and continue to communicate as though they are concerned with the neighbourhood.

This development clearly does not take a form compatible with adjacent land uses, and the City of London has forced this development onto our neighbourhood. The many negative impacts listed in my two attachments have now caused another homeowner adjacent to this property to sell their home - 19 and 43 Donnybrook Road have both recently sold.

The City of London elected representatives have only represented the developer in this case and then leave the local residents to appeal these plans to the OMB at their own cost. So even though the entire neighbourhood has opposed this plan, the City of London expects its tax payers to hire their own lawyers to challenge the destruction of their neighborhood which is further funded by the taxpayer.

I urge our elected representatives to respect the wishes of the local homeowners.

Sincerely,

David Nenonen

[Redacted signature block]

Building Parking

Original 142 unit proposal:

- 233 vehicle stalls and 76 bicycles spaces

Revised 142 unit proposal:

- 178 vehicle stalls and 107 bicycles spaces

Concern:

- With the number of units and tenants remaining unchanged, the 55 less vehicle stalls (and additional visitors) will require parking on Donnybrook Road.
- Donnybrook Road is narrow (26 feet wide), and only 16 vehicles can park along the South side of the road. The entire street can accommodate up to 42 vehicles utilizing both sides of the Road, resulting in a 10 foot wide lane.

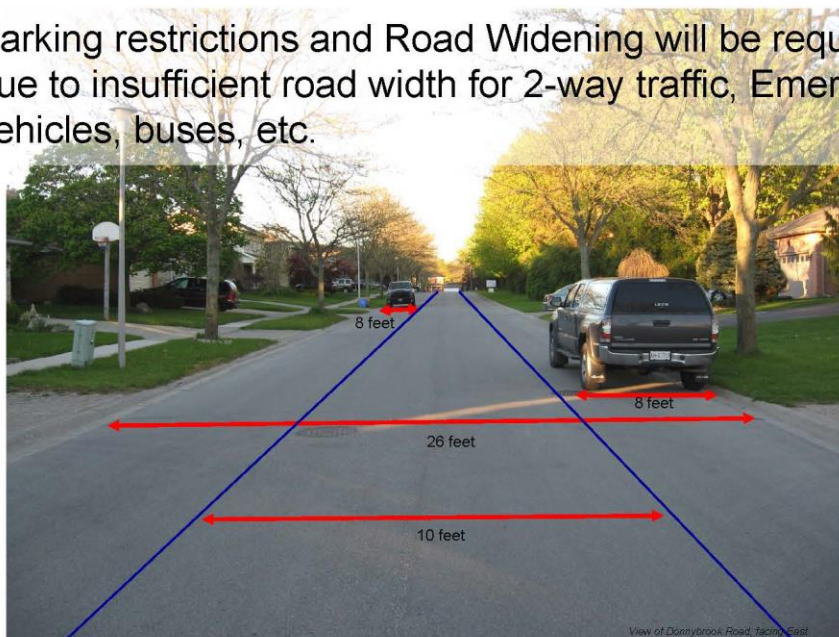
Building Parking



2

Building Parking

- Parking restrictions and Road Widening will be required, due to insufficient road width for 2-way traffic, Emergency vehicles, buses, etc.



3

Lost Privacy – Residents Leaving

- Homes on Donnybrook, adjacent to property with total loss of privacy, have sold due to this development



4

Lost Privacy



5

Lost Privacy – West Side



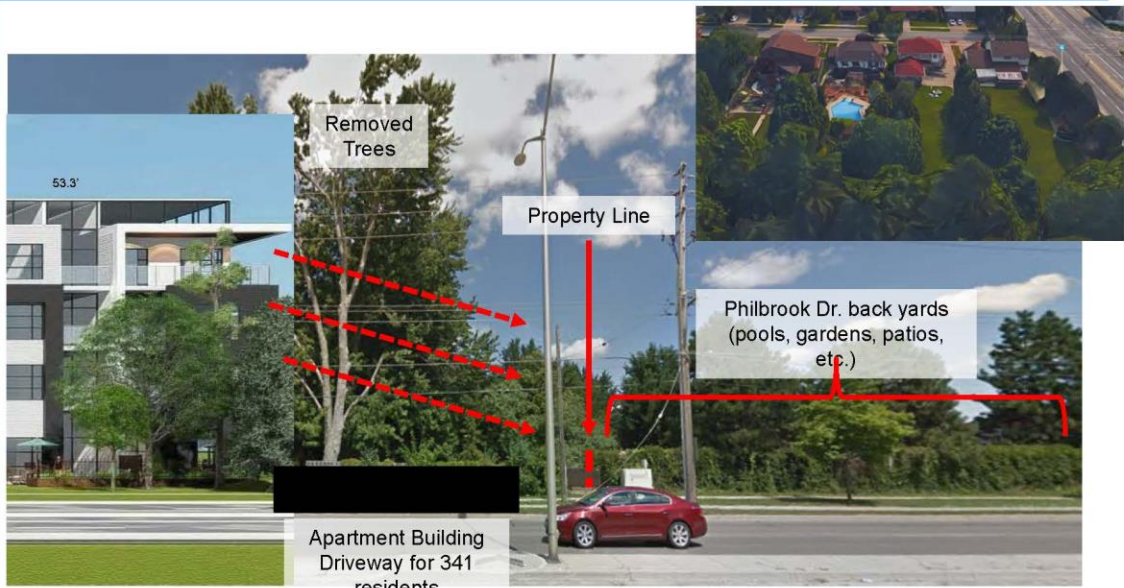
6

Lost Privacy and Traffic



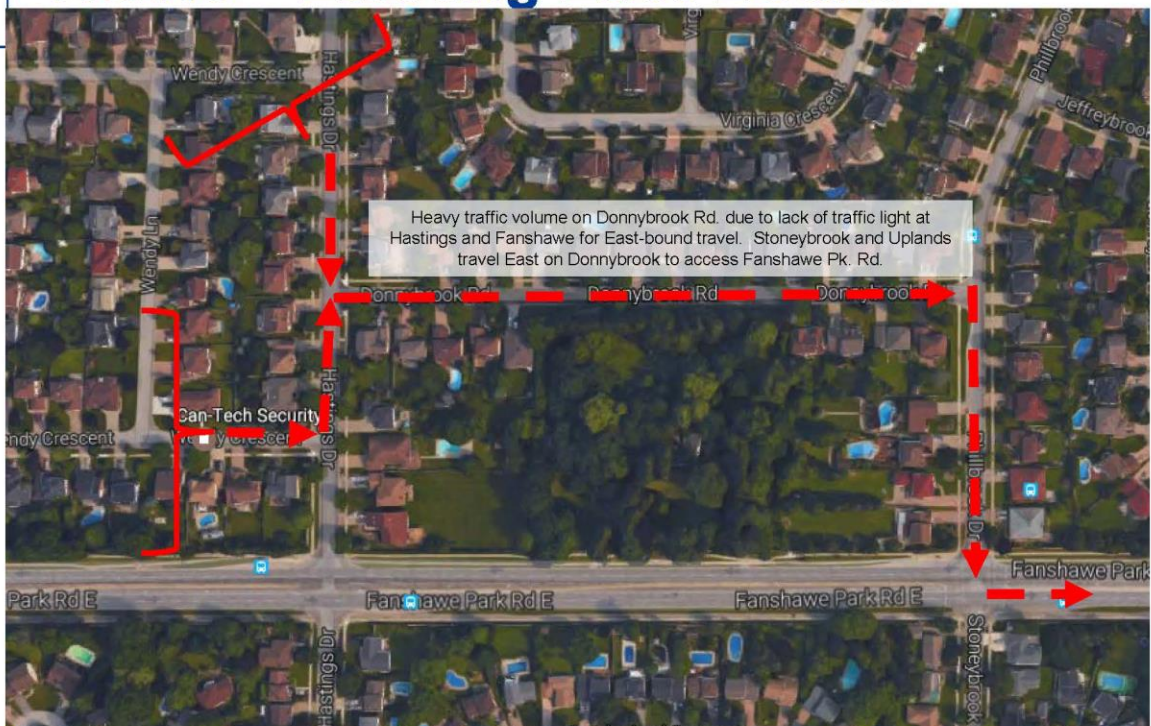
7

Lost Privacy – East Side



8

Traffic – Existing East-Bound



9

Traffic – Building East-Bound



10

Written Response 14:

Ms Lockwood,

I am writing this letter in response to the notice for approval of site plan application regarding the property located at 420 Fanshawe Park Road East. I would like to share some concerns I have regarding the submitted proposal. I am aware that there currently is a 1-foot reserve along Donnybrook Road that would prevent vehicular access to Donnybrook. I want to ensure that this reserve is protected, and that no future access will be considered. In addition, during construction, there should be no construction access granted on the neighbourhood streets. Consideration should also be paid to the amount of traffic that this development will add to the already busy neighbourhood. A re-evaluation of a traffic light installation at Hastings Drive and Fanshawe Park should be considered to help mediate the additional traffic, as well as speed bumps on Donnybrook Rd.

In addition to the traffic issues, I am also concerned about the landscaping plan for the property. This site is heavily forested and the plan intends to remove 126 trees while replacing only 61. My hope is that the city will enforce their tree replacement requirements and ensure more trees are planted on site. The Landscaping plan should also provide for more of a privacy barrier between the development, and the neighbouring properties.

Lastly, I am curious about the plan for groundwater movement, as unfortunately a geotechnical report was not included in the site plan documents. Our area is located on a high water table and I am concerned about how the underground parking will affect the groundwater movement, and how the development plans to handle this.

Thank you for your time,
Shauna Roch

Written Response 15:

I reviewed the site and landscape plans but I do not see an exit indicated on them. Did I miss something? Are they now entering and exiting onto Fanshawe?

Cathy Trocchi RRT

Written Response 16:

APRIL 30, 2018

DEVELOPMENT SERVICES,
CITY OF LONDON,
P.O. BOX 5035,
LONDON, ON.
N6A 4L9

RECEIVED BY
MAY 04 2018
CITY OF LONDON
DEVELOPMENT SERVICES

RE: FILE NUMBER SPA18-024
FILE HANDLER: AMANDA LOCKWOOD
WESTDELL DEVELOPMENT CORP.,
MUNICIPAL ADDRESS: 420 FANSHAWE PARK RD. E., LONDON, ON.

TO WHOM IT MAY CONCERN:

THE PROPOSAL TO DEVELOP SUBJECT LANDS, 420 FANSHAWE PK. RD. E., LONDON, TO A 142 UNIT APARTMENT BUILDING OF 4 STOREY AND 14.6 METERS IN HEIGHT IS "NOT" COMPATIBLE WITH THE ADJACENT LAND USE. SINGLE FAMILY HOMES OR CONDO TOWN HOMES WOULD BE FAR MORE COMPATIBLE. THE AFOREMENTIONED MUNICIPAL ADDRESS IS COMPLETELY SURROUNDED BY HIGH QUALITY SINGLE FAMILY HOMES, TO ALLOW AN APARTMENT COMPLEX WOULD BE MOST DISAPPOINTING. FROM THE NORTH SIDE OF WINDERMERE RD. TO 'ALMOST' SOUTH SIDE OF SUNNINGDALE RD., AND FROM ADELAIDE TO RICHMOND ST., THERE ARE NO APARTMENT BUILDINGS. PRESENTLY, THERE ARE FIVE, FOUR STOREY BUILDINGS AND ONE LONGER APARTMENT BUILDING UNDERGOING CONSTRUCTION AT ADELAIDE ST. N. AND SUNNINGDALE RD. VEHICULAR AND PUBLIC TRANSPORTATION WOULD INCREASE SIGNIFICANTLY ON ALREADY HEAVY ROUTES OF FANSHAWE AND ADELAIDE AREA. THANK YOU FOR THE OPPORTUNITY TO EXPRESS MY CONCERNS.

YOURS TRULY,

Joan Sarden

[REDACTED]

Written Response 17:

Hello Amanda,

We have been copied as adjacent neighbours regarding 420 Fanshawe Park Road.

1. Are you able to tell us how much of the original vegetation was saved? Are we talking 30%?
2. There appears to be three large trees on City Land scheduled for removal. Could you please advise the reason?
3. The site plan indicates 12 regular and 6 handicapped above ground parking spaces. With only 12 regular spaces for visitors, where will the overflow from 142 units park? We trust not on adjoining and adjacent streets. Who will monitor this?
4. Where will the construction vehicles be parked? We trust that they will also not be using adjoining and adjacent streets. Again, who will monitor this?
5. How will they handle snow removal? We never did get a real answer on that question at the public meetings. Will they be using parking spaces to pile snow? If not, they will need trucks and loaders on site every time we get a large snowfall. They can't push snow out on to Fanshawe. With all the daily traffic

flow and based on large equipment, they will probably be doing this well before 6:00 AM, adding noise issues to the neighbourhood and the subject complex.

6. How will they protect the vegetation along the East side of the entrance from salt? "Cedars proposed along the driveway based on the premise that low to no de-icing salt is used". Will they just use sand?

6. The site plan now refers to this property as "Fanshawe Park Apartments". Are these going to be pure rental units? We understood from the public meetings that this complex was going to be only expensive condos. \$500,00 was a suggested selling price. Has this changed?

We would appreciate your comments and feedback.

Thank you,

Robert and Dianne Wilson

Written Response 18:

Good morning Ms. Lockwood,

This email regards site planning for 420 Fanshawe Park Rd E.

We are home owner of [REDACTED], east side of the new development. We have two comments and please consider,

1. I request the developer will **provide additional high sound barrier fencing** under the city fence bylaw, to replace the current low rise wire fence, this will be in addition to the green screening on the site plan and protect our privacy and safe in a better way.
2. Also, does the developer have any plan of their security system, any video cameras will be in service for the new apartment building, how they designed and where they will be located?

We can send the current fence pictures if you need more information.

Best regards!

Di Wu

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear Ms. Lockwood,

We received another information in mail.

In addition to the previous email, as home owner of [REDACTED] We request the developer of 420 Fanshawe Park Rd E, to remove the entrance plan at Donnybrook Rd side, east side of the site plan. Considering the great volume of pedestrians, visitors of 142 units apartment building, this entrance will dramatically increase privacy and safety concern of nearby single home families. At previous public meetings, as the developer promised, there should absolutely no IN and OUT entrance at North side of the site, **no access from Donnybrook Rd**, including pedestrian entrance.

Kindly Regards,

Di Wu

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Telephone Response 1:

Summary: Bob Shu would prefer if the proposed building at 420 Fanshawe Park Road East would front onto Donnybrook Road, and back onto Fanshawe Park Road East.

Agency/Departmental Comments

General Comments:

1. Provide an R-Plan to show the dedication of land of 1.212m to accommodate the widening of 19.5m on Fanshawe Park Road East.
2. Parkland dedication has not been collected for the subject lands. It is to be noted that the applicant, as a condition of site plan approval, will be required to provide parkland dedication in the form of cash-in-lieu pursuant to By-law CP-9 and the Official Plan (\$375/unit x 142 units = \$53,250.00).

Site Plan and Landscape Comments:

1. Retain the following trees: 701, 702, 703, 726, 727, 741, 777, 791, 797, 798, 800, 901, 903, 909, and 908.
2. Consider a trenchless method of excavation for the rear sewer work, or consider shifting the pathway and excavation to the west to retain as many mature trees as possible.
3. Apply for the consensual removal of all City trees proposed to be removed. Please contact the Urban Forestry Division: 519-661-2489 ex. 4457.
4. Provide an area for snow removal, or provide a note on the site plan that all snow will be taken offsite.
5. Provide details on what 'alternatives' may be considered to the 1.8m solid wood privacy fence within the hatched area along the west property line.

Building Design Comments:

1. Ensure the elevations, site plan and landscape plan match the bonus zone.
 - a. Incorporate the proper number and locations of doors, windows, and balconies.
 - b. Reintroduce the windows and balconies on the southeast and southwest corners of the building.
 - c. Reintroduce the wider charcoal metal panel arch features.
 - d. Provide ground floor entrances on the building in line with what is on the landscape plan.
2. The detailing of the interface between materials must demonstrate a change of depth or plane, and materials should wrap around corners. Provide details or blow-ups to illustrate the articulation of materials on the south building facade.
3. Ensure private amenity areas read as structured space with boundaries while maintaining sightlines for safety. The planter beds with decorative railings/fencing should be a total of no more than 1m tall, to maintain visibility.
4. Privacy dividers between units (on the ground floors and balconies) must be compatible with the style/materials of the building. This should be made of a durable, permanent material. Provide details on the elevations or landscape plan.

Engineering Comments:

General

1. The consultant is to provide a copy of the Geotechnical Report.
2. The consultant is to indicate on the Grading, Servicing and Erosion drawing (drawing 1 of 4) the storm water information for the storm runs to be connected to the cap off of CBMH R6.
3. The consultant is to provide additional proposed spot elevations along the east and west property lines to ensure that private properties abutting the property to the east and west are not adversely impacted by this development.

Transportation

4. The TMP has been reviewed and the following comments provided:
 - a. The TMP for Donnybrook Road is accepted.
 - b. Through lane closures on Fanshawe Park Road are only permitted during the off-peak hours, where work is not permitted to begin until after 9am and complete by 3pm at the latest on weekdays. The existing westbound left turn lane can be closed for longer periods if necessary.

UTRCA:

The UTRCA has no objections to this application.

Canada Post:

Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility (front loading lockbox assembly or rear-loading mailroom [mandatory for 100 units or more]), at their own expense, will be in effect for buildings and complexes with a common lobby, common indoor, or sheltered space.